

Auctions

PUBLIC AUCTION

THE Undersigned has received instructions

to Sell by
PUBLIC AUCTION,
TOMORROW

(SATURDAY), the 12th January, 1901,
Commencing at 2.30 P.M.
At his SALES ROOMS, ZETLAND STREET, No. 2.

A LARGE QUANTITY OF
HOUSEHOLD FURNITURE.
(Removed from the Peak for convenience).
Comprising:-
A Complete Suite, GENTLEMAN'S WRITING
ROOM FURNITURE, made of Carved
Teanwood to Match, BOOK CASE, MIRROR,
COUCH, DESK, SILK TAPESTRY CHAIRS,
TABLES, &c., &c.
Several very Fine ENGRAVINGS.
Every Description of DRAWING ROOM,
DINING ROOM, BED ROOM and HALL
FURNITURE, GLASSWARE, CUTLERY,
PICTURES, CROCKERY, RATTAN FUR-
NITURE, BATH ROOM REQUISITES,
&c., &c.
A Large Quantity of SEEDS and PLANTS,
Catalogues at the Undersigners.
TERMS OF SALE:-As customers.
-PAUL REFWITT

Hongkong, 9th January, 1901. [45c]

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have received Instructions from the Owners

To be Sold by
PUBLIC AUCTION,
 IN ONE LOT,
 on
FRIDAY, the 25th day of January, 1901,
 at 3 o'clock, P.M., at their
SALES ROOMS.
ALL THAT Piece or Parcel of GROUND
 situate lying and being at Victoria, in the
 Colony of Hongkong and registered in the
 Land Office as **IN-LAD LOT No. 1,996,**
 together with the Messuages or Tenement
 Erections and Buildings thereon known as
"HALDON," BONHAM ROAD, held from the
CROWN for a Term of 99 years from the
25th day of December, 1890.
 Total Area 65,815 Square feet, Crown Rent
 \$300 per Annum.
 For further Particulars and Conditions of
 Sale, apply to
 Messrs. **JOHNSON, STOKES**
 and **MASTER,**
 Solicitors for the Vendor,
 or to
 The Auctioneers.
 Hongkong, 2nd January, 1901.

Notice of Firm.

NOTICE.

OUR SENIOR, MR. H. CESAR ERDMANN
RETIRED from our FIRM on the 31st
December, 1900, but will remain a DORMANT
PARTNER until further Notice.
MR. MARTIN EDUARD FERDINAND MARCH,
MR. EDUARD H. SCHMIDT,
have To-day been admitted PARTNERS.
CARLOWITZ & CO.
Hongkong, Hamburg and China,
1st January, 1901.

Masonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165,

A REGULAR MEETING of the above
LODGE will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY,
the 16th instant, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 9th January, 1901. [46c]

Entertainment.

HONGKONG AMATEUR DRAMATIC CLUB.

THE following are the Dates fixed for the PERFORMANCES of "HIS EXCELLENCY."

MONDAY	11th February, 1901.
TUESDAY	12th " "
THURSDAY	14th " "
SATURDAY	16th " "
THURSDAY	21st " "
SATURDAY	23rd " "

A further announcement as regards dates for
Booking will be made later.
Hongkong, 22nd December, 1900. (15665)

ROBINSON PIANO
CO., LIMITED.
HONGKONG, SHANGHAI, SINGAPORE.

MANUFACTURERS

MANUFACTURERS
• OF •
IRON-FRAMED
PIANOS.
\$215 \$200 \$245 \$400

HAAKE, METZLER, WERNER.

WE personally searched Germany and England thoroughly and found nothing.

Englishmen and they regard nothing
as more near these. They are altogether *un-*
equaled in the Colony. Please see them before
buying.

Others by

COLLARD, BRINSMEAD, RACHALS,
HIRE PAYMENT SYSTEM,
if required. [26

[illegible]

THE WANCHAI WAREHOUSE AND STORAGE CO., LTD.

The following is the report for presentation to the shareholders at the tenth ordinary annual meeting, to be held at the offices of the General Managers, at 3 o'clock in the afternoon, on Monday, the 14th January, 1901.

The General Managers had to submit to the Shareholders their Report on the working of the Company, with a Statement of Accounts, for the year ended 31st of December, 1900.

On the 7th July the usual interim dividend at the rate of \$1.50 per share was paid out of the half-yearly rental from the Hongkong and Kowloon Wharf and Godown Company, Ltd.

The balance now at credit of Profit and Loss Account, including the balance of \$130,334 from last year, amounts to \$437,918.55. After providing for the final Dividend of \$1.50 per share, absorbing \$393,000, there remains a small surplus of \$44,918.55, which it is recommended to carry forward to new Profit and Loss Account.

AUDITOR.
The accounts have been audited by Mr. F. Henderson, whose re-election is recommended.

MEYER & CO.,
General Managers.
Hongkong, 9th January, 1901.

LIABILITIES AND ASSETS.
31st December, 1900.

To Capital Account: 2,000 shares at \$100, of which \$37,500 paid up. \$197,500.00
To Mortgage of \$1,000,000.00
To Mortgage of \$1,000,000.00

To Dividend Account. 412.50
To Reserve Fund. 2,500.00
To Balance of Profit and Loss Account. 437,918.55

By Hongkong and Shanghai Banking Corporation. \$479,185.85
By Property Account. 260,000.00

\$479,185.85
\$479,185.85

PROFIT AND LOSS ACCOUNT.
For the Year ended 31st December, 1900.

By Balance of 1899. \$430.32
By Net Rent for Premises of the Hongkong and Kowloon Wharf and Godown Company for 1st half-year, 1900. 4,150.00

By Net Rent for Premises of the Hongkong and Kowloon Wharf and Godown Company for 2nd half-year, 1900. 4,150.00
By Transfer Fee of 1900. 9.00
By Interest Account, 1900. 40.03

To Interim Dividend paid for 1st half-year, 1900. \$8,779.35
To Commission to General Managers for 1900. 500.00
To Net Profit. 437,918.55

\$8,779.35
\$3,900.00
500.00
437,918.55

E. O. & E.
General Managers.
I have compared the books and Vouchers of the Company and certify that the above Statements are correct.

F. HENDERSON,
Auditor.
Hongkong, 9th January, 1901.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the fourth ordinary general meeting to be held at the office of the General Managers on Wednesday, 10th January, 1901, at 12 o'clock noon.

Annexed we have the pleasure to lay before shareholders a statement of accounts made up to 31st December 1900.

The gross earnings for the past year amount to \$104,302.23 and after deducting all expenses, remuneration to General Managers, Consulting Committee and Auditors' fees, there remains a balance of \$81,672.64 which it is recommended be appropriated as follows, viz.:

To pay to Reserve Fund. \$25,000.00
To pay a Dividend of 8 per cent. \$5,000.00
To carry forward to the credit of next year's account. 672.64

Under the Resolutions passed at Meetings held on 23rd January and 8th February last, the paid up Capital of the Company has been raised from \$500,000 to \$750,000.

CONSULTING COMMITTEE.
In accordance with the Articles of Association, Messrs. J. H. Lewis, J. S. Yuen, C. O. Hing Kee and Chai Tung Shang retire, but offer themselves for re-election.

AUDITORS.
The accounts have been audited by Messrs. F. Henderson and W. H. Potts, who are recommended for re-election.

SHEWAN TOMES & CO.
General Managers.
Hongkong, 9th January, 1901.

ACCOUNTS FOR THE YEAR 1900.
PROFIT AND LOSS.

Charges. 100.00
Consulting Committee's fee. 5,473.46
Auditors' fee. 4,000.00
Depreciation for 1900. 200.00
Balance. 111.39

Balance. \$94,557.49
Interest on Mortgages. \$25,000.00
Loans &c. \$104,302.23
Less Interest paid, commissions, &c. &c. 12,969.97

\$94,557.49
\$12,969.97
\$81,672.64

BALANCE SHEET.
LIABILITIES.

Capital 70,000 shares @ \$50. (\$10,000,000)
Reserve Fund. 700,000.00
6% Debentures. 14,000.00
Sundry Creditors. 5,557.00
Due to General Managers. 24,021.51
Balance of Profit and Loss. \$81,672.64

\$10,000.00
700,000.00
14,000.00
5,557.00
24,021.51
\$81,672.64

ASSETS.
Loans. \$472,870.04
Loans on Mortgage. 354,155.80
Shares, &c. &c. 827,025.84

\$472,870.04
354,155.80
827,025.84

Furniture, as per last statement. 1,000.00
New Furniture. 111.39

1,000.00
111.39

Less Depreciation. 111.39
Sundry Debtors. 1,000.00
Hongkong and Shanghai Banking Corporation. 4,040.63

111.39
1,000.00
4,040.63

Cash. 1,681.17
Total. \$835,551.15

1,681.17
\$835,551.15

We have compared the above statements with the books, securities, and vouchers of the Company, and have found the same in accordance therewith.

F. HENDERSON Auditor.
W. HUTTON POTTS Auditor.

HONGKONG GENERAL CHAMBER OF COMMERCE.

The following correspondence has been forwarded to us for publication.

TREATY REVISION.
(From the Chamber to the British Minister.)
Hongkong, 9th January, 1901.

Sir, The statement recently made in the public Press, to the effect that negotiations with China for the conclusion of peace will shortly be commenced, and the probable contingency that the revision of the Chinese tariff may be included in the settlement, have induced the Committee of this Chamber to approach you on the subject.

In February last a rumour having been persistently circulated that the revision of the Chinese tariff was being rapidly pushed on, your esteemed predecessor, Sir Claude Macdonald, expressing the hope that before any settlement was arrived at, the Chambers of Commerce in the Far East would be afforded an opportunity of expressing their opinion on the tariff proposals, and stating that they would like to be informed whether it was true that negotiations on the subject had been commenced. His Excellency was good enough, in his prompt reply, to say that there was no truth in the rumour that negotiations were being pushed on rapidly though it was true that the Chinese Government had approached Her Majesty's Government on the subject, and that the latter had replied that they had no objection to consider the matter. He added that no change of Tariff was "at all likely to take place without previous consultation with the parties most interested, more especially the Chambers of Commerce of Hongkong and Shanghai, whose views would receive full and careful attention."

The Committee make no doubt that there will be a continuity of policy in this as in other matters in the Legation, but they consider it advisable to address your Excellency on this important question, so that it can be no possible new Tariff with Japan as was the case when the results most disastrous to the trade in refined sugar between that country and Hongkong.

Any revision of the Chinese Tariff would, of course affect, in a most momentous manner, the trade of this Colony, and that must be our excuse for troubling you with this despatch at a period when I am sure your Excellency must have unusual demands on your time and attention.

I have the honour to be, Sir, Your most obedient servant,
R. M. GRAY, Chairman.

H. E. Sir Ernest M. Satow, K.C.M.G., H.M.S.'s Minister in China.

THE IMPROVEMENT OF THE YANGTSE.
(Sir John Lister Kaye to the Chamber.)
16, Bolton Street, London, W., November 26th, 1900.

Sir, I beg to acknowledge your letter dated October 1st, 1900, and shall be much obliged if you will kindly thank the Committee of the Hongkong General Chamber of Commerce for their kind letter to me with regard to the improvement of the Navigation of the Yangtze River.

I shall be obliged if you will inform the Committee that I am glad to be able to announce to them that Mr. Bertie informed me last Wednesday that the Foreign Office has written by last Friday's mail to Sir Ernest Satow to enquire if the Chinese will agree to my Petition.

I am, Sir, Yours faithfully,
(Sd.) JOHN LISTER KAYE, Chairman, Hongkong General Chamber of Commerce, Hongkong.

COMMERCIAL COMBINATION.
(Planters' Association of Southern India to the Chamber.)
United Planters' Association of Southern India, Madras, November 11th, 1900.

The President, General Chamber of Commerce, Hongkong.

Dear Sir, At the Annual Meeting of this Association on 8th August, 1900, the following Resolution was unanimously adopted:—

"That considering the critical condition of the tea and coffee industries, this Association do communicate to the India Tea Association, the Ceylon Planters' Association, the Chambers of Commerce and the leading firms of merchants and big game, interested in tea and coffee &c., in this country and in England and her colonies with a view to ascertaining whether a movement in favour of a commercial combination of Great Britain and her Colonies and India against the world (which would be a system of differential duties afford some protection to British-grown products and manufactures) would receive support."

This resolution may be said to have resulted chiefly from the recent revision of the French Tariff in regard to imports of produce from India, and the British Colonies and Dependencies. You are doubtless aware that the French Tariff, as an act of reprisal against Brazil, voted recently a law doubling the duties on coffee, tea, and spices imported from countries not having Treaties of Commerce with France or not enjoying Most Favoured Nation Treatment, among which are India, the British Colonies and Dependencies (with the exception of Canada). The French and Brazilians have made up their quarrel, but the French Tariff law, which was really directed against Brazil, still subsists. There appears to be reasonable ground for hope that it will not be put into force, but if it should, the consequences would be to use the words of the "Economist" that the prohibitory tariff for Colonial produce would only be applied to countries, British Colonies among others, for which it was not intended.

Although it is possible that the French Government may be induced to reconsider the action referred to, yet what has been already done serves as an unmistakable warning of the grave risk to which British Trade is at present exposed, and the burdens it may at any time be called upon to bear.

It is felt that there is a strong and growing feeling in England and her Dependencies and Colonies in favour of what may be termed an Imperial Fiscal Federation for the protection of British interests as against those of the rest of the world. The Association is desirous of eliciting your views on the subject, to co-operate for the purpose of submitting memorials to the Home Government and other Governments concerned, and would be glad of your advice as to the precise form such memorials should take.

If you have already made any move in the direction indicated, a copy of your proceedings would be welcome.

I am, dear Sir, Yours faithfully,
(Sd.) H. PERCIVAL HODGSON, Chairman.

Harry Amend, Secretary.

(The Chamber to the Planters' Association.)
Hongkong General Chamber of Commerce, Hongkong, 9th January, 1901.

H. Percival Hodgson, Esq., Chairman, United Planters' Association of Southern India.

Dear Sir, I beg to acknowledge receipt of your letter dated 11th Nov. last, enclosing

copy of a resolution passed at the last annual meeting of your Association to ascertain whether a movement in favour of a commercial combination of Great Britain and her Colonies and India against the world (which would be a system of differential duties, to afford some protection to British-grown products and manufactures, would receive support.

Your letter was laid before the Committee of this Chamber at its last meeting and considered, but they could not see their way to join in such a movement as that proposed.

I am, dear Sir, Yours faithfully,
R. M. GRAY, Chairman.

FOOTBALL.
On Saturday afternoon the Victoria Recreation Club will play a team from the Royal Engineers. Kick-off at four o'clock.

The following will represent the Club:—
Goal. Chunnett.
Backs. Lapsley, Duncan.
Half-backs. Loureiro, Craig, Brett.
Forwards. Seth, Flitock, Smilie, Henderson, Horton.

THE ROYAL HONGKONG YACHT CLUB.

The fifth Club Race was sailed last Sunday, the course being round Cosmoopolis Dock, Markbooth off Chungking (starboard), Stonecutters Island (starboard). A start was made in a light westerly air, soon was showing a considerable impediment by a Chinese cargo-boat, which seized the opportunity of getting right into the middle of the fleet. The *Maia Marian* went away at a great pace, followed by *Bonito* and *Alannah*, with *Iris* a little outside. The wind drew further aft as they got nearer the buoy and then died out for a few minutes. A light north-westerly air coming in took *Maia Marian* and *Alannah* round close together, with *Iris* next, *Bonito*, which did not get the three leaders got a long way ahead on the run to the Fairway Buoy, but were almost belated between the buoy and the Markbooth, thus letting the rear division close up. The wind was now about due north and the Markbooth, which was supposed to be off Chungking, but was really two miles or more nearer home, was rounded by *Alannah*, which was showing very great speed in the light wind, *Iris*, *Maia Marian* and *Chanticleer*, in the order named. *Bonito* and *Gloria* together, and *Erica*, close behind, followed by *Dorcas* and *Meteor*, which was sailing beautifully. Once to the west of Stonecutters, fresh north wind was met, and *Alannah* being ahead caught it first and increased her lead, *Iris* also being well served, but rounding the East end of Stonecutters, *Iris*, keeping straight on for Kowloon Point, ran into a calm, *Alannah*, a long way ahead, having been lucky enough to get through it but being almost becalmed near the sailing ship anchor. *Bonito*, which was leading the rest, seeing the state of affairs, at once made a board in towards the Cosmoopolis Dock, followed by most of the others, and they worked along in shore out of the tide as much as possible, and at one time it looked as if *Alannah* would be left in a similar way to *Iris*, but she took the hint in time and working in again scored her first win with plenty of time to spare. The tide was growing stronger every minute, so that the further a boat was behind the longer it took her to crawl round the point and up to the line, which accounts for the intervals between arrivals. *Gloria*, which had seldom gone so well, was unfortunately disqualified for third place on a protest by *Bonito*, so that the *Iris* gains the one mark.

In the second class it seems impossible to handicap *Meteor* so as to give the rest a chance. The old *Sybil* made a much better show than heretofore, and had her helmsman thought a little more of the effect of a strong lee-going tide, she would have probably been second. He will know better next time.

The official timing at the finish was:—
1st CLASS. Marks.
Alannah 4 29 37 10
Bonito 4 43 14 4
Gloria 4 50 33 disqualified
Iris 4 53 32 1
Maia Marian 5 3 8
Dorcas 5 13 43
Chanticleer 5 15 10
Erica 5 15 14
2nd CLASS.
Meteor 4 44 55 10
Payne 5 20 28 4
Sybil 5 22 8 1
Sallybird 5 27 6

The officers of the Royal Navy have kindly presented two prizes (1st and 2nd) to be sailed for on Monday, the 12th instant, starting at 2 p.m., open to yachts belonging to members of the Royal Hongkong Yacht Club, to be steered by Ladies. Handicap as below, except that yachts steered by girls who wear their hair down on ordinary service will receive 20 seconds per mile in addition.

COURSE.
Start from a line between H.M. Ships *Barrett* and *Endymion*, round Meyer's East Buoy (port) South buoy on shoal in Hungnam Bay (port) H.M.S. *Endymion* (starboard) South buoy on shoal in Hungnam Bay (starboard), Meyer's East Buoy (starboard) and finish across starting line. Distance 7 1/2 miles.

Should the wind be light, the yachts will be stopped at the end of the first round, at the discretion of the Race Officers superintending. Yacht owners intending to compete must send the names of their boats to Major Koe, Hon. Sec. at the A.S.C. Office, Fletcher Street, before 10 a.m. to-morrow.

HANDICAP.
Marjorie allows. *Gloria* 4 min.
Alannah 14 min. *Dorcas* 5 min.
Iris 14 min. *Maia Marian* 14 min.
Bonito 14 min. *Payne* 14 min.
Chanticleer 14 min. *Sybil* 14 min.
Meteor 14 min. *Sallybird* 14 min.

MINERS FOR BORNEO.
A Dutch syndicate, which is mining for gold in Sambas (S. W. Borneo) has been enquiring how that line of enterprise is conducted in Australia. The concession held by the syndicate is said to cover an area exceeding that of the Colony of Victoria. Mr. C. Van Vollenhoven, its representative in Australia, has arranged for mining plant to be sent out from Victoria. Sambas is about 230,000 and also a number of Australian mining men. Among them is Mr. W. Kershaw, who has been appointed engineer-in-chief to the syndicate. The rights secured under the syndicate's concession does not stop at mining, but extends to all matters of administration. It is in many respects such a concession as that formerly enjoyed by the Honourable East India Company, and now held by the Royal Chartered Company in South Africa.

PUNJOM.

Writing on the 22nd ultimo, the Kuala Lipis Correspondent of the *Strait Times* says:—

Nothing daunted by their recent misfortune, the Punjom Co. will again start the reconstruction of their dam directly the wet season is over, and that will be about March, 1901. In the meantime, prospecting operations on the hitherto untouched portions of their large concession will be vigorously conducted, while development work will, at the same time, have due attention paid to it. Mining on the two new shafts recently opened out is said to be making satisfactory progress, in spite of the difficulties being encountered. The "Mill Gully Shaft" is now down to 100 feet, while "South Jalis" has reached nearly 75 feet, 74' 6" to be precise. With regard to the bursting of the dam, it has been represented to me that, were it not for the timely warning given, first by the Company's watchmen, and later by the Europeans, to all in the mining camp and also to the inhabitants of the neighbouring "Bandar" or village of Pangong, the loss of property, and especially of life, must inevitably have been much greater than has been sustained. An eye-witness of the disaster describes it as "a most exciting scene." The whole place was suddenly transformed from a peaceful sleeping village into a veritable pandemonium. The slumbering natives, on being roused to a sense of their impending danger, simply lost their heads (metaphorically speaking), and one can easily realise the resulting confusion. On the day after the disaster, Mr. Hughes, the Manager, called together his Sikh watchmen and suitably rewarded them for their laudable efforts in helping people who were in danger, and in saving property. Mr. Hume, the District Officer, in company with Mr. Stokoe, the Head of the P. W. D., subsequently inspected what was left of the dam, and I am told that they were satisfied with what was done by the Company and its employees, both as regards the precautions taken and as to the way in which the work on the dam had been performed. Concurrently with the bursting of the Punjom dam, two others, smaller ones, constructed at Chindiras by a Chinaman to wash alluvial gold on a license issued by the Company, also gave way, the embankment being carried off to the extent of 60 and 30 feet, respectively. The Punjom Mining Company has now been working in Pahang for close on a decade and a half, and has hitherto met with partial success. But the perseverance they have displayed during all these years, in the face of difficulties and disasters that may have dismayed others, commands respect and admiration, and deserves much better results than those which have so far crowned their efforts.

FIJI AND ITS PRODUCE.
A paper on "The Islands and the People of Fiji," the government over which is said to be reserved for Sir A. Sweetenham, was recently read before the Royal Colonial Institute by Mr. Morgan L. Finucane, a Provincial Inspector, and a medical officer of the colony. Mr. Finucane pointed out that the wealth and future prosperity of the colony undoubtedly depend on the output of sugar. The sugar industry is entirely in the hands of the wealthy Colonial Sugar Refining Company, who possess practically the monopoly for the supply of sugar in the whole of Australasia, and are even now sending grown sugar into Canada. The system adopted is that of local planters—European, Indian, and Fijian—cultivating areas of cane land selling the produce to the central mills of the company; the proper cultivation of the land is brought about by the terms in the company's contracts with growers by which they are paid, not in accordance with the quantity of cane grown and delivered to the mills, but on the percentage of raw sugar obtained by analysis of the cane supplied with a sliding scale. Coffee grows well in Fiji, both the Liberian and Arabian varieties, and does best in shaded mountainous districts, such as are found in the upper reaches of the Waini-Buka in Viti Levu. Vanilla grows well, and has realised good prices in the open market. Tobacco, ramie fibre, cocoa, cinchona, tea, and indiarubber are all to be found in Fiji. Tea does exceedingly well, and has a delicious flavour, says Mr. Finucane. There are two flourishing estates with a perfect soil and altitude for the growth of this beverage; at present the local consumption of the product is entirely drawn from the group, and it is also exported to New Zealand and Australia.

NOTANDA.
CALENDAR.
JANUARY.
Meteorological means based on fifteen years' observations to 1896.

Barometer..... 30.159
Thermometer..... 72
Humidity..... 74
Rainfall..... 1.545

TO-DAY.
WEATHER REPORT.
On date at 4 p.m.
Barometer..... 30.14 30.03
Temperature..... 62 60
Humidity..... 63 60
Rainfall..... 0.08

TO-DAY.
Friday, 11th January, 1901.
Chinese—21st of 11th moon of 60th year of Kuang-hsi.

Sun—Rises..... 6hr. 45min.
Sets..... 5hr. 33min.
High water—Morning..... 6hr. 0min.
Afternoon..... 6hr. 5min.
Low water—Morning..... 6hr. 45min.
Afternoon..... 6hr. 40min.

ANNIVERSARIES.
1144—The first Legislative Council sat.
1870—Sir A. Alcock left Hongkong for England.
1872—Seamen's Church, West Point, opened.
1890—Fire at Poochoo; 200 Chinese houses, and several foreign houses destroyed.
1891—New Union Church, Hongkong, opened.
1896—S.S. *Bonington* towed into Hongkong with her boiler afloat and other extensive damage.

1897—Roxas and twelve other rebels shot at Manila. Death of the Empress Dowager of Japan.
1899—Lord Charles Beresford visits Japan.

TO-MORROW.
Saturday, 12th January, 1901.
Chinese—22nd of 11th moon of 60th year of Kuang-hsi.

Sun—Rises..... 6hr. 45min.
Sets..... 5hr. 33min.
High water—Morning..... 6hr. 12min.
Afternoon..... 6hr. 20min.
Low water—Morning..... 6hr. 51min.
Afternoon..... 6hr. 46min.

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Low water—Morning..... 6hr. 51min.
Afternoon..... 6hr. 46min.

ANNIVERSARIES.
1897—Roxas and twelve other rebels shot at Manila. Death of the Empress Dowager of Japan.
1899—Lord Charles Beresford visits Japan.

TO-MORROW.
Saturday, 12th January, 1901.
Chinese—22nd of 11th moon of 60th year of Kuang-hsi.

Sun—Rises..... 6hr. 45min.
Sets..... 5hr. 33min.
High water—Morning..... 6hr. 12min.
Afternoon..... 6hr. 20min.
Low water—Morning..... 6hr. 51min.
Afternoon..... 6hr. 46min.

ANNIVERSARIES.
1897—Roxas and twelve other rebels shot at Manila. Death of the Empress Dowager of Japan.
1899—Lord Charles Beresford visits Japan.

TO-MORROW.
Saturday, 12th January, 1901.
Chinese—22nd of 11th moon of 60th year of Kuang-hsi.

Sun—Rises..... 6hr. 45min.
Sets..... 5hr. 33min.
High water—Morning..... 6hr. 12min.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU..... J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Daylight.
KASUGA MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Noon.
IZUMI MARU..... J. Curran	(Taking Cargo and Passengers for CANADA and UNITED STATES, Transhipping at KOBE, per S.S. "KINSU MARU" sailing thence on the 1st February, 1901.)	WEDNESDAY, 23rd Jan., at Noon.
WAKASA MARU..... J. H. Macmillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 25th Jan., at Daylight.
YAWATA MARU..... A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Jan., at 4 P.M.
HIROSHIMA MARU..... S. Yoshizawa	MOJI, KOBE and YOKOHAMA	WEDNESDAY, 30th Jan., at Noon.
BINGO MARU..... F. Davies	KOBE and YOKOHAMA	MONDAY, 18th Feb., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 9th January, 1901

HAMBURG-AMERIKA LINE.

(Freight Service).

NORDEUTSCHER LLOYD.

(Freight Service).

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDERNEY..... Fisch	MARSEILLES, HAVRE & HAMBURG (LONDON with transhipment in HAMBURG)	At Noon, 14th January, 1901.
SAMBIA..... Schmidt	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	23rd January, 1901.
SILESIA..... Böhle	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	9th February, 1901.
SIDIRIA..... Braun	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 18th February, 1901.
PREIBURG..... Frosch	HAVRE and HAMBURG (LONDON with transhipment in HAMBURG)	About 28th February, 1901.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CALLOWITZ & Co., Agents.
HAMBURG-AMERIKA LINE, NORDEUTSCHER LLOYD,
OSTASIATISCHER FRACHTDAMPFER DIENST.

27]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Jan., 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 7th Feb., 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 2nd Mar., 1901, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TOMORROW, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

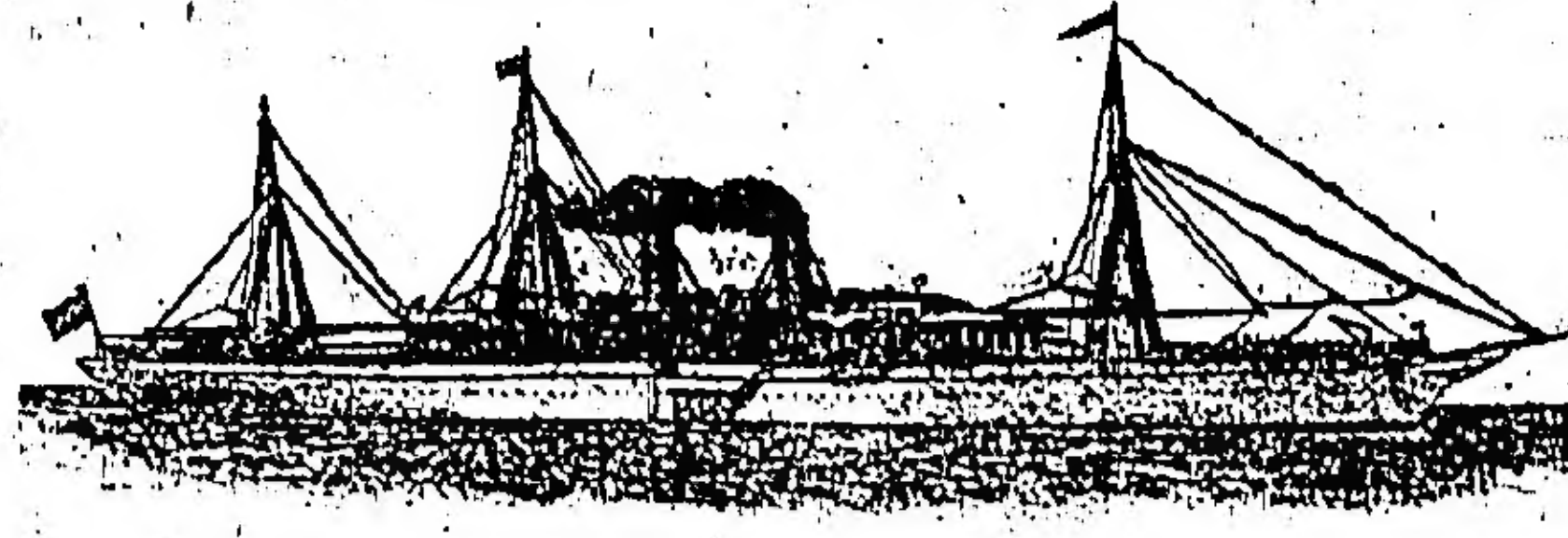
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 18th December, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 16th January.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Poble's Street.

Hongkong, 19th December, 1900.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"
Captain C. L. Daniel, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 10th instant, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
Hongkong, 8th January, 1901.OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, via THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 29th January, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 19th March, at Noon.

THE Company's Steamship

"COPTIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 7th January, 1901.NORTHERN PACIFIC STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailing.
Goodwin	4,421	A. Jackson	Jan. 18
Olympia	2,837	J. Truebridge	Feb. 1
Tacoma	2,811	A. Dixon	Mar. 1
Victoria	3,592	J. Pantou	Mar. 8

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 1/2 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYE and ST. MICHAEL.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 11th January, 1901.

OREGON AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR) AND SAN FRANCISCO, via INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"ADATO,"
2,145 tons. Captain J. McIntyre.
This Steamship will be despatched on TUESDAY, the 15th January, for PORTLAND (OR) via MOJI, KOBE and YOKOHAMA.
Through Bills of Lading issued to any Point in the United States and Canada.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.Consular Invoices, to accompany Cargo destined to points beyond Portland (Or), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or).
For further information as to Freight rates, &c., apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 27th December, 1900. [1417b]

SAILING VESSEL.

FOR NEW YORK.

THE 3 1/2 L. II British Bark.

"R. MORROW,"
Captain Douglas, having arrived, is now loading here for the above Port and will have quick despatch.For Freight, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 19th December, 1900. [1433b]

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	RHIEUS	Day	22nd January.
"	PROMETHEUS	Day	5th February.
"	ALCINOUS	Pulford	10th February.
LIVERPOOL	ACHILLES	Brown	About 18th January.
(Taking Cargo at LONDON RATES)			
LIVERPOOL			
(Taking Cargo at LONDON RATES)			

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

[12]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
NAGASAKI, KOBE and YOKOHAMA	BENVENUE	12th January, at 4 P.M.
MANILA, CEBU and ILOILO	KAIFONG	12th January.
SHANGHAI	KWILIN	14th January, at 4 P.M.
PORT DARWIN, QUEENSLAND PORTS, SYDNEY and MELBOURNE	TSINAN	19th January, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[11c]

Hongkong, 11th January, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY and TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"
Captain K. Hasegawa, will be despatched for the above Ports, on SUNDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th January, 1901. [46]

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS, up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"
Captain Maganzini, will be despatched as above on MONDAY, the 14th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars, regarding Freight and Passage, apply to CLOWITZ & Co., Agents.

Hongkong, 9th January, 1901. [48c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA via AMOY.

THE Company's New Steamship

"DIAMANTE,"
Captain A. Ramsay, will be despatched for the above port, on MONDAY, the 14th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 9th January, 1901. [130c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"
Captain Butler, will be despatched as above on TUESDAY, the 15th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 9th January, 1901. [42c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW via SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd January, 1901. [12c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain S. Asami, will be despatched for the above Port, on WEDNESDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th January, 1901. [47]

FOR NEW YORK via PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"POLARSTJERNEN,"
will be despatched for the above Port, on or about the end of January.

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 7th January, 1901. [14c]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, via SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Kvarven.....Sunday Jan. 20

THE Steamship

"KVARVEN,"
will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on SUNDAY, the 20th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 10th January, 1901. [49c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY and MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"
Captain McArthur, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th January, 1901. [133c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.
Hongkong, 28th May, 1895. [11a]

To be Let.

GODOWNS TO LET.

AT WANCHAI and WEST POINT.

Apply to EDWARD OSBORNE, Secretary.

HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED.
Hongkong, 5th December, 1900. [1420b]

TO LET FURNISHED.

2 and 3, GOUGH HILL, PEAK, from middle of April.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD

The Share Market.

LATEST QUOTATIONS.
(January 11th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	354 % premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China (Preference)	£ 4	£1
The Bank of China (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited.	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Union Ins. Society of Canton, Ltd.	\$ 50	\$245 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$51 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 172½ sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$110 sales
Canton Ins. Office, Ltd.	\$ 50	\$145 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$297½ buyers
China Fire Ins. Co., Ltd.	\$ 20	\$85 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$33½ buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$101 sellers
China & Manila S.S. Co., Ltd.	\$ 20	\$74 buyers
Douglas Steamship Co., Ltd.	\$ 50	\$47 sellers
China Mutual S.S. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ord.)	£ 10	£12 buyers
Star Ferry Co., Ltd.	\$ 25	\$19
"Shell" Transport & Trading Co., Ltd.	£ 1	£34.0
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$117
Luzon Sugar Refining Co., Ltd.	\$100	\$39 buyers
Mining.		
Punjom Mining Co., Ltd.	\$ 8	\$44 buyers
Punjom Mining Preference Shares	\$ 1	\$1 sales and buyers
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350 sellers
Quebec Mining & Leblond Mining and Trading Co., Ltd.	\$ 5	\$6 sales
Raub Allain Gold Mining Co., Ltd.	178. 10d.	\$47 sellers
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$2
Oliver's Freehold Mines, Ltd. B.	\$ 5	\$12
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	5 cents
Do. (Preference)	\$ 5	10 cents
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	\$87½ % sales
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$93 sales
Wanchai Warehouse & Storage Co., Ltd.	\$ 37½	\$64
New Amoy Dock Co., Ltd.	\$ 6½	\$21 sales
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$10
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$201 sales
Kowloon Building Co., Ltd.	\$ 30	\$28 buyers
West Point Building Co., Ltd.	\$ 50	\$50 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$124 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$82½
Humphreys Estate & Finance Co., Ltd.	\$ 10	\$11.75 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$20 sellers
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 50
Laon-kung-mong Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Cigar Companies.		
Alhambra, Limited	\$500	200 % premium
La Commercial, Ltd.	\$500	100 % premium
Hensiana Limited	\$500	5 % pm. sales
La Favorita	\$500	40 % pm. sales
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$19½ sales
China Cement Co., Ltd.	\$ 15	\$33
Watson & Co., Ltd.	\$ 10	\$12½ sellers
Watkins, Limited	\$ 10	\$12
Hongkong Electric Co., Limited	\$ 10	\$12½ sales
Hongkong Electric Co., Limited	\$ 5	\$6½ sales
Hongkong & China Gas Co., Ltd.	£ 10	£118
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$70 sellers
Geo. Fenwick & Co., Ltd.	\$ 25	\$58
H'kong Ice Co., Ltd.	\$ 25	\$176 sellers
H'kong High-Level Tramways Co., Ltd.	\$100	\$100 sales
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong & China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos & Easton Agency, Ltd.	£ 1	\$14 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$3
Carmichael & Co., Ltd.	\$ 4	\$3
Tebrin Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$5½

VISITORS AT THE HONGKONG HOTEL.

Acetman, Mr. C. F.	Joseph, Mr. and Mrs. E. S.
Altman, Mr. G. S.	Kaisch, Mr. E. A.
Anderson, Capt. A.	Kien, Mr. and Mrs. F.
Andrews, Mr. D. A.	Killerby, Mrs. M.
Aitken, Mr. J. H.	Kling, Maj. H. S., R.E.
Averell, Miss Mary	Kirkwood, Mr. J.
Bailey, Mr. W. S.	Klamberg, Mr. & Mrs. B.
Bancroft, Capt. & Mrs. B.	Knight, Mr. J. F.
Bell, Mr. and Mrs. O. M.	Kuangle, Mrs. and family
Beringer, Mr. F. J. G.	Lake, Capt. M. M.
Bisset, Mr. D. C.	Lambton, Mrs. R. S.
Black, Mrs.	Lewis, Mr. A. R.
Blechynden, Mrs.	Levy, Mr. A.
Bonnet, Mr. E.	Little, Mr. A.
Bonnet, Mr. E.	Little, Major W. R.
Branch, Mrs. B.	Littledale, R.E., Major
Brown, Mrs. G.	R. P.
Brown, Mr. J. W.	Long, Mr. & Mrs. D. M.
Bruce, Admiral and	Macfadyen, Dr. J.
Lady and maid	Mallory, Lt. Col.
Buck, Capt. and Mrs.	Marangoni, Mr. A.
Burnie, Mr. C. M. G.	Mason, Major Chas. F.
Cameron, Mr. B.	McKellar, Mr. C.
Clark, Dr. & Mrs. F.	McKee, Mr. W. F.
China Traders' Ins. Co., Ltd.	Mortensen, Mr. J. C.
North China Ins. Co., Ltd.	Morton, Major C.
Yangtze Ins. Assoc. Ltd.	Mould, R.E., Maj. C. F.
Canton Ins. Office, Ltd.	O'Neill, Mr. and Mrs. J. J.
Straits Ins. Co., Ltd.	Omsby, Hon. R. D.
	Orr, Mr. R.
	Ort, Capt. S. G.
	Parfitt, Mr. W.
	Passy, Lt. Col.
	Plant, Mr. J. Showell
	Pollard, Opera Coy.
	Gibson, Mr. and Mrs. Kennedy
	Glover, Mr. C.
	Goddard, Capt.
	Goodale, Mr. R. James
	Grant, Mr. John
	Guillier, Mr. F.
	Harris, Mr. F.
	Head, Mr. R. T.
	Hill, Mr. L. J.
	Howard, Mr. Thos.
	Hovkins, Mr. and Mrs.
	Hryt, Mr. P. S.
	Jackson, Mrs. J. B. and child
	Johnson, Mr. L. R.
	Martin, Mr. R.
	Messer, Mr. C. M. F.
	Miller, Mr. and Mrs.
	Mitchell, Mr. R.
	Morris, Major & Mrs.
	Newall, Mr. Stuart C.
	Oakley, Mr. H. E.
	O'Gorman, Col. Thos.
	O'Gorman, Madam
	O'Gorman, Mr. J.
	Perry, Major
	Pollock, Mr. H. E.
	Scott, Capt. Percy, C.B.
	Scott, Mrs. Percy
	Seaman, Mr. J. F.
	Shelton, Mr. Edward
	Shepherd, Mr. E. B.
	Sinclair, Mr. A.
	Tomlin, Mr. G. E.
	Wheeler, Col.
	McCarthy, Mrs., and Wheeler, Mr. H. E. child

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Martin, Mr. R.
Bowley, Capt.	Messer, Mr. C. M. F.
Boonard, Mr. J. W. C.	Miller, Mr. and Mrs.
Brown, Colonel F.	Mitchell, Mr. R.
Collard, Col.	Morris, Major & Mrs.
Comrie, Mr. A. F.	Newall, Mr. Stuart C.
Crookenden, Col.	Oakley, Mr. H. E.
Dann, Mr. G. H.	O'Gorman, Col. Thos.
Ezekiel, Mr. J. S.	O'Gorman, Madam
Fraser, Col. Andrew	O'Gorman, Mr. J.
Graham, Mr. D. M.	Perry, Major
Griffin, Major W. W.	Pollock, Mr. H. E.
R.A.	Scott, Capt. Percy, C.B.
Harston, Dr. and Mrs.	Scott, Mrs. Percy
G.M.	Seaman, Mr. J. F.
Hays, Mr. J.	Shelton, Mr. Edward
Hughes, Col. G. A.	Shepherd, Mr. E. B.
Layton, Mr. B.	Sinclair, Mr. A.
Lee, Mr. J. E.	Tomlin, Mr. G. E.
Mackie, Mr. C. Gordon	Wheeler, Col.
McCarthy, Mrs., and Wheeler, Mr. H. E. child	

CRAIGIEBURN.

Anderson, Mr. Jas.	Hamilton, Mrs.
Callaghan, Capt.	Pyne, Capt.
Canton, Staff-Surg. H.	Ross, Mr. John A.
Canton, Mrs.	Sharp, Mr. and Mrs.
Clarke, Capt. A. C.	E. H.
R.N.	Stricker, Mr. A.
Clarke, Mrs.	Volpicelli, Consul
Crichton, Mr. J. W.	Wall, Capt. F.
Hamilton, Lt.-Col. H.	

KOWLOON HOTEL.

Franco, Mr. and Mrs.	Nobb, Prof. A. P.
Godchaux, Mr. & Mrs.	Riley, Mr. Joseph
J. J.	Rondall, Mr. W. P.
Godchaux, Miss J.	Scott, Mr. C. A.
Gomes, Dr. and Mrs.	Shillington, Mr. L.
Gomes, Miss	Thomson, Mr. & Mrs.
James, Mr. C.	Wilmott, Capt.
Kenned, Mr. R. J.	

EXCHANGE.

Hongkong, January 11th.	
ON LONDON, Telegraphic Transfer 2/0 13/16	
Bank Bills, on demand 2/0 13/16	
Credits, 4 months' sight 2/1 7/16	
Diagrams, 4 months' sight 2/1 9/16	
ON BERLIN, (demand) M. 2 1/2	
Credits, 4 months' sight 2/0 13/16	
ON NEW YORK, Bank Bills, on demand 50¢	
Credits, 30 days' sight 51¢	
ON BOMBAY, Telegraphic Transfer 154½	
On demand 154½	
ON SHANGHAI, Telegraphic Transfer 72	
Private 30 days' sight 72	
ON YOKOHAMA, T.T. 2 1/2	
Sovereigns, Bank's Buying Rate 2 1/2	
Gold Leaf 100 touch, per tael 497½	
Bar Silver 100 touch, per tael 497½	
Dollars 100 touch, per tael 497½	

OPIUM QUOTATIONS.

Hongkong, January 11th.	
New Patna 588½ per chest	
New Benares 585	
New Malwa 580 per picul	
Old Malwa 580/850	
Persian, paper tied, 800/820	

VESSELS IN PORT.

Steamers.	
BISAGNO, Italian steamer, 1,510, Di Maganzino, 8th Jan.,—Bombay 17th Dec., and Singapore 1st Jan., General.—Carlowitz & Co.	
CHUNSHAN, British steamer, 1,281, J. F. Messer 8th Jan.,—Bangkok 31st Jan., Rice.—Bradley & Co.	
DEVONSHIRE, British steamer, 2,363, A. Coull, 9th Jan.,—Amoy 8th January, General.—Shewan, Tomes & Co.	
DIAMANTINE, British steamer, 1,255, A. Ramsay, 10th Jan.,—Manila 7th Jan., General.—Shewan, Tomes & Co.	
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 27th Dec.,—Vancouver, (B.C.) 5th Dec., and Shanghai 24th, Mails and General.—C. P. R. Co.	
ETRURIA, British steamer, 1,046, M. Crockett, 7th Jan.,—Hongay 5th Jan., Coal.—Jardine, Matheson & Co.	
FLINTSHIRE, British steamer, 2,100, J. Dwyer, 4th Jan.,—Moj 30th Dec., Coal.—Mitsui Bussan Kaisha.	
GARONARE, American, 2,310, F. Farlane, and Jan.,—Manila 24th Dec., Ballast.—Government.	
GOODWIN, British steamer, 2,834, A. Jackson, 28th Dec.,—Moj 22nd Dec., Coal.—Doddwell & Co., Ltd.	
Sailing Vessels.	
ADOLPH OBRIG, American ship, 1,262, Ambury, 19th Dec.,—New York 2nd June, and Cheloo 12th Dec., Oil.—Standard Oil Co.	
ASTORIA, British ship, 1,429, J. Thorkelsen, 15th Dec.,—Cardiff via Capetown, 21st Sept., Coals.—Carlowitz & Co.	
BENJAMIN SEWALL, American ship, 1,362, A. M. Sewall, 23rd Sept.,—Fremantle 11th Aug., Sandalwood.—Order.	
BUTSHIRE, British ship, 1,876, R. Purdie, 15th Dec.,—Cardiff 20th July, Coal.—Government.	
COMMERCE, American ship, 621, Butenshon, 3rd Jan.,—Port Blackley 31st Oct., Lumber.—Holliday, Wise & Co.	
DUNDEE, British ship, 1,998, Herning, 14th Oct.,—New York 29th June, Kerosene Oil.—Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 25th Sept., General.—Government.	
NEBUS, German ship, 1,714, Beake, 30th Dec.,—Cardiff 8th Aug., Coal.—Master.	
R. MORROW, British bark, 1,150, C. F. Douglas, 4th Dec.,—Manila 24th Nov., Ballast.—Arnold, Karberg & Co.	
SWANHILDA, British ship, 1,999, Colm Fraser, 26th Nov.,—New York 14th July, Case Oil.—Standard Oil Co.	

HAIPHONG, British steamer, 1,267, T. P. Hall, 7th Jan.,—Haiphong and Pakhoi 5th Jan., General.—Laplace & Co.

HINSAMBO, British steamer, 1,530, P. M. B. Lake, 28th Dec.,—Java 18th Dec.; Sugar.—Jardine, Matheson & Co.	
HOLSTEIN, German steamer, 985, M. Island, 3rd Jan.,—Manila 31st Dec., General.—Jensen & Co.	
JAPAN, British steamer, 2,795, G. K. Wright, R.N.R., 10th Jan.,—Yokohama 24th Dec., General.—P. & O. S. N. Co.	
KAIFONG, British steamer, 1,024, G. W. Penner, 7th Jan.,—Hilo 10th Jan., Sugar and Hemp.—Butterfield & Swire.	
KUMANO, British steamer, 4,078, E. J. Baller, 7th Jan.,—Singapore 1st Jan., General.—Jardine, Matheson & Co.	
LOYAL, German steamer, 1,237, Lorenzen, 4th January,—Saigon 1st Jan., Rice.—Sander, Wieler & Co.	
MAUSANG, British steamer, 1,643, R. Cox, 4th Jan.,—Sandakan 29th Dec., Timber.—Jardine, Matheson & Co.	
MICHAEL JESSEN, German steamer, 710, J. Jessen, 28th Dec.,—Haiphong 25th Dec., and Hilo 27th, Rice.—Jensen & Co.	
MONSIEUR, British steamer, 1,776, Davis, 31st Dec.,—Moj 25th Dec., Coals.—Order.	
NIPPON MARU, Japanese steamer, 3,300, W. W. Greene, 3rd Jan.,—San Francisco 6th Dec., and Shanghai 1st Dec., Mails and General.—P. & O. S. N. Co.	
NORMANNIA, Danish steamer, 1,717, Edw. Eriksen, 6th Jan.,—Mororan (Japan) 27th Dec., Coal.—Melchers & Co.	
ON SANG, British steamer, 1,787, J. Young, 3rd Jan.,—Moj 29th Dec., General.—Jardine, Matheson & Co.	
PEIYANG, German steamer, 867, Köhler, 28th Dec.,—Moj 22nd Dec., Coals.—Siemssen & Co.	
PENARTH, British transport, 1,950, W. H. West, 7th Jan.,—Woolong and Amoy 6th Jan., Ballast.—British Government.	
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 28th Dec.,—Bangkok 10th Dec., Rice, &—Butterfield & Swire.	
PICCOLA, German steamer, 875, E. Huir, 18th Dec.,—Cheloo 13th Dec., General.—Meyer & Co.	
SAMOA, British steamer, 1,506, Hudson, 28th Dec.,—Moj 23rd Dec., Coal.—Doddwell & Co., Ltd.	
SHANTUNG, German steamer, 1,315, Remel, 10th Dec.,—D. and De. Hefeloo 16th Dec., General.—Sander, Wieler & Co.	
SILESIA, German steamer, 3,138, F. Bahle, 9th Jan.,—Singapore 3rd Jan., General.—Siemssen & Co.	
SKARFENO, Norwegian steamer, 1,130, L. Tallefsen, 4th Jan.,—Nagasaki 30th Dec., Flour.—T. M. Stevens.	
STRATHAIR, British steamer, 2,599, Farisly, 2nd Jan.,—Kutchinotzu 27th Dec., Coal.—Mitsui Bussan Kaisha.	
SULLBERG, German steamer, 733, T. Jessen, 9th Jan.,—Haiphong 7th Jan., General.—Siemssen & Co.	
TAN, German steamer, 1,055, E. Schipper, 30th Dec.,—Moj 24th Dec., Coal.—E. A. Trading Co.	
TAMUJI MARU, Japanese steamer, 1,038, K. Hasegawa, 9th Jan.,—Tamsui via Amoy 7th Jan., and Swatow 8th, General.—Mitsui Bussan Kaisha.	
TARTAR, British steamer, 2,768, G. D. Bowles, R.N.R., 28th Oct.,—Vancouver, B.C. and Puget Sound 25th Sept., General.—D. E. Brown.	
VIENNA, British steamer, 2,653, A. McDougall, 31st Dec.,—Otaru (Japan) 21st Dec., Coal.—General.—Government.	
YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 8th Jan.,—Manila 5th Jan., General.—Jardine, Matheson & Co.	

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Ambury, 19th Dec.,—New York 2nd June, and Cheloo 12th Dec., Oil.—Standard Oil Co.	
ASTORIA, British ship, 1,429, J. Thorkelsen, 15th Dec.,—Cardiff via Capetown, 21st Sept., Coals.—Carlowitz & Co.	
BENJAMIN SEWALL, American ship, 1,362, A. M. Sewall, 23rd Sept.,—Fremantle 11th Aug., Sandalwood.—Order.	
BUTSHIRE, British ship, 1,876, R. Purdie, 15th Dec.,—Cardiff 20th July, Coal.—Government.	
COMMERCE, American ship, 621, Butenshon, 3rd Jan.,—Port Blackley 31st Oct., Lumber.—Holliday, Wise & Co.	
DUNDEE, British ship, 1,998, Herning, 14th Oct.,—New York 29th June, Kerosene Oil.—Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 25th Sept., General.—Government.	
NEBUS, German ship, 1,714, Beake, 30th Dec.,—Cardiff 8th Aug., Coal.—Master.	
R. MORROW, British bark, 1,150, C. F. Douglas, 4th Dec.,—Manila 24th Nov., Ballast.—Arnold, Karberg & Co.	
SWANHILDA, British ship, 1,999, Colm Fraser, 26th Nov.,—New York 14th July, Case Oil.—Standard Oil Co.	

Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.

Idis, British cruiser, 5,550 tons, Capt. G. M. Henderson, Amoy.

Janus, torpedo-boat destroyer, Lt. and Comdr. R. G. Corbett, Hongkong.

Lindah, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Hankow.

Lizard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.

Marathon, British cruiser, 1,145 tons, 6 guns, Capt. John G. M. Field, Bombay.

Mohawb, British cruiser, 1,770 tons, Capt. F. W. Freeman, Hongkong.

Orlando, British cruiser, 5,500 tons, 12 guns, Capt. J. H. Burke, C.B., Hongkong.

Orly, torpedo-boat destroyer, Lieut. and Com. H. O. Wilkin, D.S.O., Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,400 h.p., Lieut.-Comdr. C. P. R. Coode, Hongkong.

Phanix, British sloop, 1,015 tons, 6 guns, Comdr. R. C. Fraser, Wei-hai-wei.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Singapore.

Pigne, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 5,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. G. V. de M. Brown, Shanghai.

Protector, British gunboat, 620 tons, Capt. W. R. Creswell, R.N., C.M.G., Hongkong.

Redgolf, British gunboat, 855 tons, 6 guns, Lieut.-Com. C. F. Corbett, Shanghai.

Robin, British river-gunboat, 2 guns, Lieut.-Com. C. G. Webster, Samshui.

Rosario, British sloop, 980 tons, 6 guns, Capt. C. Hamilton, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, Hongkong.

Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Commander Oldham, Shanghai.

Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Hongkong.

Taku, torpedo-boat destroyer, 450 tons, Lieut.-Comdr. Philimore, Hongkong.

Tamar, receiving ship, 1,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, British cruiser, 11,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Hongkong.

Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Shanghai.

Waterwitch, surveying ship, 620 tons, Lieut.-Comdr. Hay, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 h.p., Lieut. and Comdr. Mackenzie, Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Shanghai.

Torpedo-boats in Reserve Nos. 8 and 20, 3, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Adamastor, Portuguese cruiser, 1,800 tons, Capt. Andrew, Macao.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, British cruiser, 8 guns, 3,900 tons, 9,250 h.p., Captain S. N. Sybrandt, Swatow.

Katerin Elisebeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 h.p., Capt. M. V. Elisenar, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossouw, Swatow.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,250 h.p., Capt. V. Bles, Samshui.

Plei Hain, Dutch cruiser, 5 guns, 3,600 tons, 4,735 h.p., Capt. Jansen, Taku.

Zairi, Portuguese gunboat, 600 tons, Captain F. F